Forward Planning Unit
Louth County Council
County Hall
Millennium Centre
Dundalk
Co Louth

23rd December 2020

Dear Sir/Madam

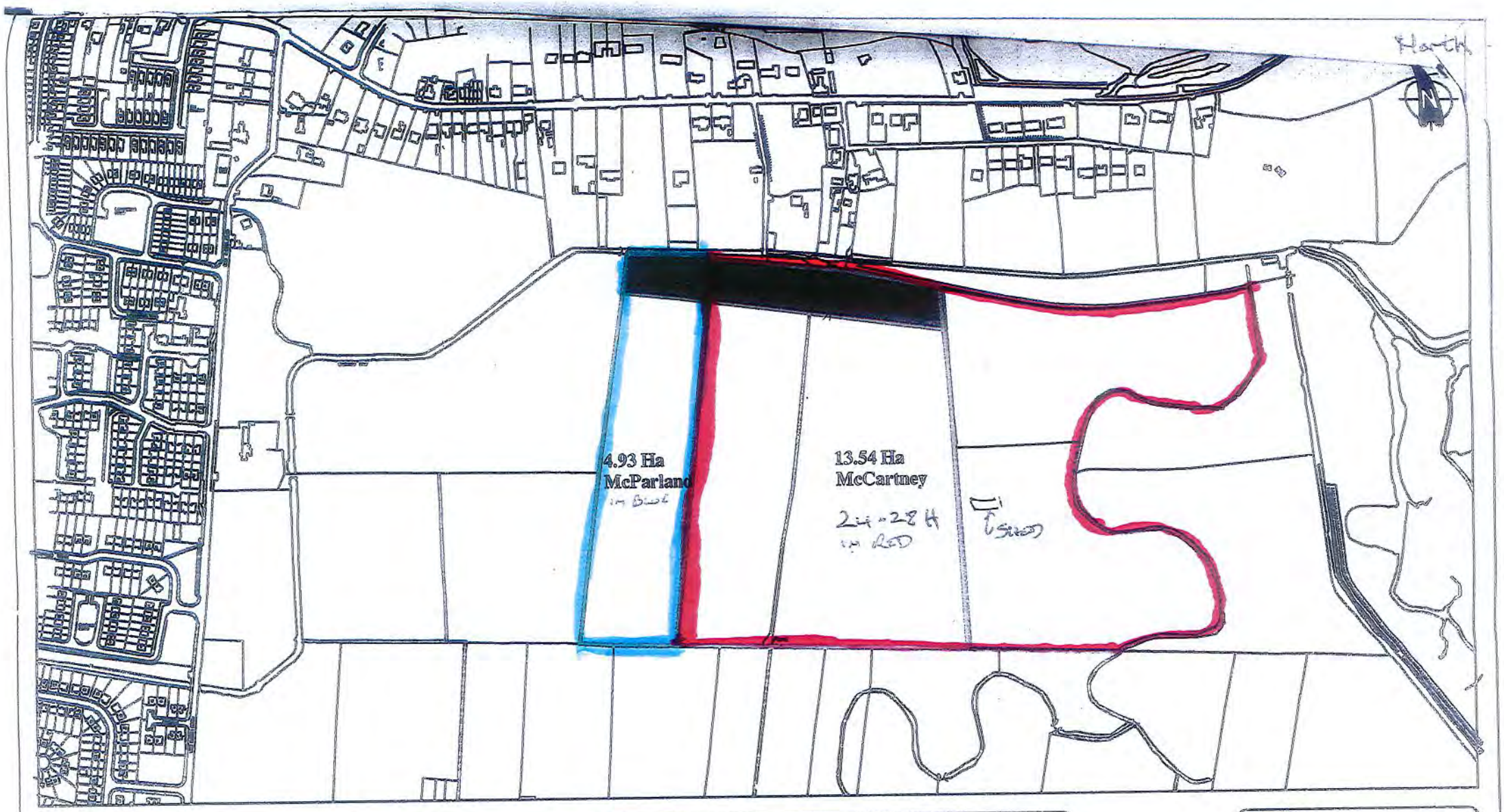
MC PARLAND BROS (IRE) LTD AND PAT AND KEVIN MC CSRTNEY:
LANDS AT POINT ROAD/RED BARNS ROAD, DUNDALK.

RE: FORMAL SUBMISSION IN THE MATTER OF LANDS AT POINT ROAD/RED BARNS ROAD, DUNDALK, COUNTY LOUTH IN RESPONSE TO THE PUBLIC NOTICE SEEKINH SUBBMISSIONS IN RELATION TO THE PUBLICARTION OF THE DRAFT DUNDALK AND ENVIRONS DEVELOPMENT PAN 2009-2015

Introduction

I write with reference to the above and on behalf of Mc Parland Bros (Ire) Ltd and Pat and Kevin Mc Cartney, . They have sought the preparation and lodgement of this submission in response4 to the Public Notice announcing that a Draft Dundalk and Environs Development Plan has been published for the period 2009-2015.

Mc Parland Bros (Ire) Ltd. Own 4.93 ha. with access off the Point Road, Dundalk and Pat and Kevin Mc Cartney Own 13.54ha. of adjoin lands (as identified on the attached map) collectively they are seeking to have these lands zoned in part for residential purposes in the new Development Plan for Dundalk and its Environs and in part (1.94ha,) for public park purposes)



Client: McPARLAND BORS (IRL) LTD &
PAT & KEVIN McCARTNEY

Project: DRAFT DUNDALK AND ENVIRONS
DEVELOPMENT PLAN for 2021

OS NUMBER 1632A,1633C, 1703A

Drawn By:	Checked By:	Date:	Scale:
	TC	JUNE 2020	N.T.S

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SKETCH LOCATION MAPS

ORDNANCE SURVEY
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Subject Lands

The subject lands are bounded to the north by modern residential developments that have been erected along the southern side of the point road; to the west and south by agricultural fields in grazing use t the present time; and to the east by agricultural-fields of the McCartney holding and thereafter Blackwater River. Vehicular access is by way of the Point Road but these lands could easily be serviced with the agreement of adjoin land owners off the Red Barns Road and/ or off the Shore Road, especially if surrounding land were similarly zoned.

The lands to the north of the site are all zoned 'Residential' (i.e for immediate residential construction) and indeed modern housing estates have been and are continuing to be built out in the great swathe of land along either side of the Point Road. To the south is the Shore Road with its plethora of one-off modern detached houses that accompany a limited number of terraced properties and farmhouses.

Further south again a substantial area, centred on Rockview Farm, and has been zoned for residential development with an accompanying restricted strip which runs parallel with the sea edge zoned Strategic Recreational Area. The subject lands have also been given a Strategic Recreational zoning. While the width of Strategic Recreational Area within which the subject lands are contained is substantial, being defined by the Red Barns Road to the west and Dundalk Bay to the east, the Residential zoned area associated with Rockview Farm significantly reduces this width in regard to that part of the Area south of the Shore Road.

Immediately adjacent to the subject lands to the west is the recently improved Red Barns Road with its designated cycleways, footpaths and public lighting standards. This particular carriageway has been completed with a number of roundabouts that have been designed to accommodate four arms, one of which can easily provide access into those undeveloped lands to the east thereof which includes the subject fields. Additionally improvements in sanitary infrastructure in the vicinity has ensured that the subject lands in the vicinity can be serviced by public foul, surface water and portable water pipe-work.

The point Road, Red Barns Road and Blackroack Road areas gas been the focus of substantial residential development pressure especially over the last number of years. This has been done due to its relatively level building plots; closeness to the town centre, employment lands and other commercial and community services (especially Dundalk RETAIL Park, the Ice and Soccer Dome, and the Dunne's Neighbourhood Centre) and its urban form but its rural ambience, but especially its seaside location. The continuing construction of this coastal walkway as it relates to Lord Roden's embankment has simply added to the attractiveness of this general area.

There is a ready access to the ever improving walkway along Lord Roden's Embankment and well as to the employment lands of the Coe's Road and Finnabair Road Industrial estates and the local shops and other community and commercial services in Quay Street, the Point Road and Avenue Road. There is also easy cycling and pedestrian links between this general area and the town centre, as the linking carriageways are relatively flat and of sufficient width. The use of the subject lands for residential development would be in harmony with the government strategy for sustainable journey patterns to be maximised.

Rationale for Re-zoning of subject lands.

Residential Element

The subject lands are to be found adjacent to both the Point Road and the Red Barns Road with the latter especially providing access to a substantial number of residential units that have been erected primaliry as its western side. The Red Barns Road is a parallel carriageway with the Inner Relief Route and provides an easy secondary access complementing the main traffic artery by the way of the Avenue Road, while at the same time linking in with the Blackrock Road. The Red Barns Road is likely to be the recipient of an increase in public transport service provision, especially given the links with that substantial area of residential zoning to the Rockview Farm Lands.

There is a ready access to the ever improving walkway along Lord Roden's Embankment and well as to the employment lands of the Coe's Road and Finnabair Road industrial estates and the local shops and other community and commercial services in Quay Street, the Point Road and Avenue Road. There is also easy cycling and pedestrian links between this general area and the town centre, as the linking carriageways and relatively flat and of sufficient width. The use of the subject land for residential development would be in harmony with the Government's strategy for sustainable journey patterns to be maximised.

Further to the north of the subject land modern residential developments have been erected along both sides of the Point Road. These lands are zoned 'Resdidential' and indeed modern housing estates have been and are continuing to be built out in that great swathe of land along either side of this carriage.

Further to the south of the subject land substantial area, centred on Rockview Farm, has been zoned for residential development with and accompanying restricted strip (which runs paeallel with the sea edge) that is zoned Strategic Recreational Area. This is the Area of which the subject lands are a part.

There is an essential requirement for the Council to set out a zoning framework that takes into consideration the residential requirements for Dundalk and its hinterlands to provide for the population of 63,000 in 2020 as stated in the current Development Plan. The Draft Plan indicates that there would be an additional c.12,000 persons in the Plan area by 2020 under a medium growth rate and an additional c.20,000 by that time under a high growth rate.

The Draft Plan also indicates that there is only 100 hectares of serviced undeveloped residentially zoned land in the Plan area. (While additional un-serviced lands have been zoned there are considerable financial difficulties on both Councils and private developers which is unlikely to change for the foreseeable future that makes the development of such un-serviced lands highly problematical). At an average of 30 unites per hectare this would create 3,000 units accommodating approximately 8,00 persons. This is well below the projected population figures of either the medium or high growth rates.

It is therefore essential that the new Development Plan zones sufficient lands for residential purposes in order to achieve that stated population projections as quickly as possible and certainly by 2020 if Dundalk is to fulfil its gateway role. The subject lands are serviced and could easily be brought forward for development.

While the width of the Strategic Recreational Area within the subject lands are contained is substantial, being defined by the Red Barns Road to the west and Dundalk Bay to the east, the residential zoned area associated with Rockview Farm significantly reduces this width in regard to that part of the Area south of the Shore Road. Indeed the residential zoning aforementioned is considerably closer to the coastal walk way than the subject field. With the building out of the residential lands associated with Rockview Farm there would be a situation whereby the then established development boundary would be further east and closer to the eastern extent of the Plan area than the subject fields.

This submission seeks to propose a land-use strategy similar to that accepted by the Planning Authority in relation to the Rockview Farm lands. That is that the eastern definition of the residential zoned lands associated with Rockview Farm is extended northwards past the Shore Road and thereafter to the Point Road so that a strip similar in width to that associated with Rockview Farm in the area immediately east of the Red Barns road is zoned for residential purposes. The subject lands would then be included in these new residential areas.

There will be two major benefits emanating there from. First of all lands having a sustainable location will be brought forward for residential development that will assist in generating part of the population increases planned for the new gateway city. Secondly there will be substantial contribution levies obtained from the residential development permissions which could be used for sea wall/embankment strengthening and amenity use.

Public Open Space Element

Since the inception of the planning system quite a number of Development Plans, especially those of recent origin, have zoned lands for public open space purposes. This has been primarily centred on sports grounds and lands within the control of central or local government. It has also

Included lands in private ownership, though with very exception this has been simply a paper exercise as such zoning has with very few exceptions has not delivered public access to such lands nor the meaningful use of such public open space purposes.

At the present time the subject lands is zoned in the Dundalk and Environs Development Plan 2003-2009 as part of the larger Strategic Recreational Area that is located east of the Red Barns
And Blackrock Roads. In the Draft Plan this zoning is repeated.

Over four and a half years has passed since the adoption of the current Dundalk and Environs Development Plan and the stated aspirations in regard to the substantial area of land to the east of
The Red Barns Road has not been realised by the Council nor given the economic downturn as such
likely to be before the end of the life of the new Plan.

This submission seeks to propose a land-use strategy similar to that accepted by the Planning Authority in relation to the Rockview farm lands. That is that the subject lands are zoned for residential purposes save for an area of 1.94 ha/.5 acres at the Northern Point Road extent of these
Properties which will be made available as a public park. Such would be in addition to the open
Space provisions for residential areas. (The remainder of the McCartney lands to the east, bounded in blue, should be zoned agriculture as this is its established use).

There will be two major benefits emanating therefrom. First of all lands that are served by a major
Transport artery and which have a sustainable location will be brought forward for residential development that will assist in generating part of the population increases planned for the new gateway city. Secondly there will be a substantial public park, which could be used in part for playing fields, provided immediately adjacent to existing and proposed residential areas.

Conclusion:

The subject lands are close to schools, shops (including the Dundalk Retail Park), major transport
accesses, (Point Road/Red Barns Road), bus routes and employment/business parks (Finnabair, Coe's Road) while it is within easy walking/cycling distance of the town centre. All of the lands zoned for

residential purposes in that eastern central sector Dundalk have been built out with the exception of the Marsh Farm lands. There is an obvious planning requirement to replenish this area with new
populations so that existing community and commercial facilities can continue to be supported.

If Dundalk is to achieve critical mass in population terms thereby plying its role as a gateway city
Settlement which then drives economic development throughout the north-eastern segment of the State, it is essential that substantial lands are zoned for residential purposes. It is also essential giving the forgoing that sufficient lands are zoned within the Plan Boundary, especially for residential

purposes, that relate to a ten year horizon and it is considered inappropriate from a proper planning prospective to simply suggest that there is sufficient lands available for the life of the next Development Plan.

The zoning of the subject lands for Strategic Recreation Area purposes is of no benefit in this regard
and makes no logical planning sense insofar as its delivery for recreational purposes cannot be achieved by the Council simply by zoning the land for such purposes.

The existing zoning in relation to the subject lands should be removed and replaced by residential and public park zoning as set out in this submission.

Yours sincerely

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Michael Cummings
Chartered Town Planner.